Attachment A

Negative Declaration
(Notice of Intent/Initial Study)

CITY OF LOMA LINDA
NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT

FROM: CITY OF LOMA LINDA
Community Development Department
25541 Barton Road
Loma Linda, CA 92354

TO: ☐ OFFICE OF PLANNING AND RESEARCH
1400 Tenth Street, Room 121
Sacramento, CA 95814

☒ COUNTY CLERK
County of San Bernardino
385 North Arrowhead Avenue
San Bernardino, CA 92415

SUBJECT: Filing of Notice of Intent to adopt a Mitigated Negative Declaration in compliance with Section 21080c of the Public Resources Code and Sections 15072 and 15073 of the CEQA Guidelines.

Project Title: **Tentative Tract (TT) Map No. 16323 and Zone Change (ZC) No. 03-006 (Memory Lane)**

State Clearinghouse Number (if submitted to Clearinghouse): N/A

Lead Agency Contact Person: Lori Lamson, Senior Planner
Area Code/Telephone: (909) 799-2830

Project Location (include county): The project is located south of Mission Road, east of, and including the Edison Easement and west of California Street in the City of Loma Linda and County of San Bernardino (APN 0292-112-03, 04, 14, 15).

Project Description: Tentative Tract Map No. 16323 is a residential subdivision creating 95 single-family residential lots. The subdivision also includes two additional lots for existing homes and additional lettered lots for parks and open space. The proposal also includes a Zone Change (ZC No. 03-006) to change the zoning from Single Family Residential (R-1) to Planned Community (PC). The project will include a Planned Community Document for the small lot subdivision proposal, to replace the traditional zoning and development standards. A development agreement will be required for the affordable housing requirement. The project site is 15-acres in size.Site layout and design is not proposed at this time. The proposed project and subject site are not listed in the California Hazardous Waste and Substances Site List (Cortese List) pursuant to Government Code Section 65962.5(E).

This is to notify the public and interested parties of the City of Loma Linda's intent to adopt a Mitigated Negative Declaration for the above-referenced project. The mandatory public review period will begin on **Thursday, April 15, 2004** and will end on **Wednesday, May 5, 2004**. The Initial Study is available for public review at the public counter in the Community Development Department, 25541 Barton Road, and the Loma Linda Library, 25581 Barton Road, east end of the Civic Center.

Following the public review period, the project and proposed Mitigated Negative Declaration will be reviewed by the Planning Commission in a public hearing on **Wednesday, May 5, 2004, at 7:00 p.m.** in the Council Chambers located of the main lobby of City Hall 25541 Barton Road.

Signature: Lori Lamson
Lori Lamson

Title: Senior Planner
Date: 4/15/04

Date received for filing at OPR: N/A

INITIAL STUDY
FOR TENTATIVE TRACT MAP 16323
LOMA LINDA, CALIFORNIA

Prepared for:

SECURED EQUITIES
22672 Lambert Street
Lake Forest, California 92630

Contacts: Jim Keefe
Glenn Elssmann

Prepared by:

MICHAEL BRANDMAN ASSOCIATES
621 E. Carnegie Drive, Suite 100
San Bernardino, California 92408

Contact: Mr. Thomas J. McGill, Ph.D., Regional Manager

April 2004

Reviewed by:

Independently reviewed, analyzed and exercised judgment in making the determination by the Community Development Department and other City Departments on April 15, 2004, pursuant to Section 21082 of the California Environmental Quality Act (CEQA)

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1.0 INTRODUCTION

1.1 PROJECT DESCRIPTION

Mission Development Company, LLC proposes to build up to 95 detached single-family residential homes on 14.7 acres of land (Tentative Tract Map 16323). The project lies within the City of Loma Linda (City) in San Bernardino County. The City is located approximately five miles south of downtown San Bernardino. Regional access to the City is provided by the Interstate 10 (I-10) and the Riverside Freeway (I-215). The project site is located in the northeast corner of Section 30, Township 1 South, Range 3 West of the USGS 7.5 Redlands Quad. Exhibit 1 shows the regional location.

More specifically, the development site is located within the Mission Road Historic Overlay District in the northeastern portion of the City of Loma Linda. It is bounded by Mission Road on the north, a Southern California Edison utility easement and residential development to the east, and San Timoteo Creek and multi-residential dwelling on the south. Multiple-family residential dwelling units are west of the site.

The proposed project has a medium density of 5 to 10 dwelling units per acre with an average lot size of approximately 2,591 square feet. Actual lot sizes will range from approximately 2,370 to 3,542 square feet. A storm drain system has been installed during the construction of Tentative Tract 16341, which is to the east of the project site. The storm drain will serve the project area and will run from Tentative Tract 16341 to the southeast corner of Mountain View and Mission Road to mitigate storm water impacts created by development of the proposed project. The project includes six residential landscape areas and a private homeowners association recreation area. The project includes single-family detached homes on smaller "affordable" lots.

1.2 PROJECT BACKGROUND

The City of Loma Linda has a rich architectural and historical legacy, extending back to the Mission Period. The importance of the Mission Road area as part of the local and regional history has long been recognized. Its long and complex history began in prehistoric times and continued to be a key influence through the Spanish Mission Period, Mexican Rancho Period and the American Transition Period. The area around Mission Road was home to many of the area's original pioneer families and served as an agricultural center for the early citrus industry. The Mission Road area has been identified by the City of Loma Linda as an area of potentially significant historical and cultural resources, and includes the first permanent structure, the Guachama Rancheria, in San Bernardino County. This historical overlay zone is host to several architectural styles, including excellent examples of "Victorian" and Craftsman-style and adobe homes. It is considered to be a potentially rich source of cultural, architectural, and historical artifacts. The Mission Road Historic Overlay District

generally is bounded by Mountain View on the west, San Timoteo Creek on the south, California Street on the east and Redlands Boulevard on the north.

A records search for known cultural sites within one mile of the project area identified 33 sites within 1 mile of the project. Six sites, including the Mission Historic District are potentially located within or directly adjacent to the project area. These six sites are identified in Table 1 below.

TABLE 1
KNOWN CULTURAL SITES LOCATED WITHIN OR ADJACENT TO THE PROJECT SITE

Site Number	Site Description
CA-SBR-2311/H	Guachama Rancheria
CHPI-21 PSBR-1H	Old San Bernardino (LA-Sonora) Road (also known as "Cottonwood Row")
P1063-35H	The Redlands-San Bernardino Motor Line (Railroad right-of-way)
P1063-41H	(Original) Mission school site
P1063-43H	Van Uffelen Dairy
P1063-46H	Mission Historic District

The records were obtained from the San Bernardino Archaeological Information Center (SBAIC) of the California Historic Resources Information System, which maintains documentation of locations with potential historic or archaeological resources that have not yet been formally recorded as archaeological sites. The corresponding site numbers were assigned by SBAIC.

The Guachama ranchería was once located directly across the street from the Van Uffelen dairy. Because the ranchería was wholly destroyed by 1875, little is known about it except that Cahuilla and Serrano Indians once lived there. The ranchería is the subject of speculation as to its exact location and size, but it is likely that any buried features directly associated with this resource are located in the northern portion of the proposed project.

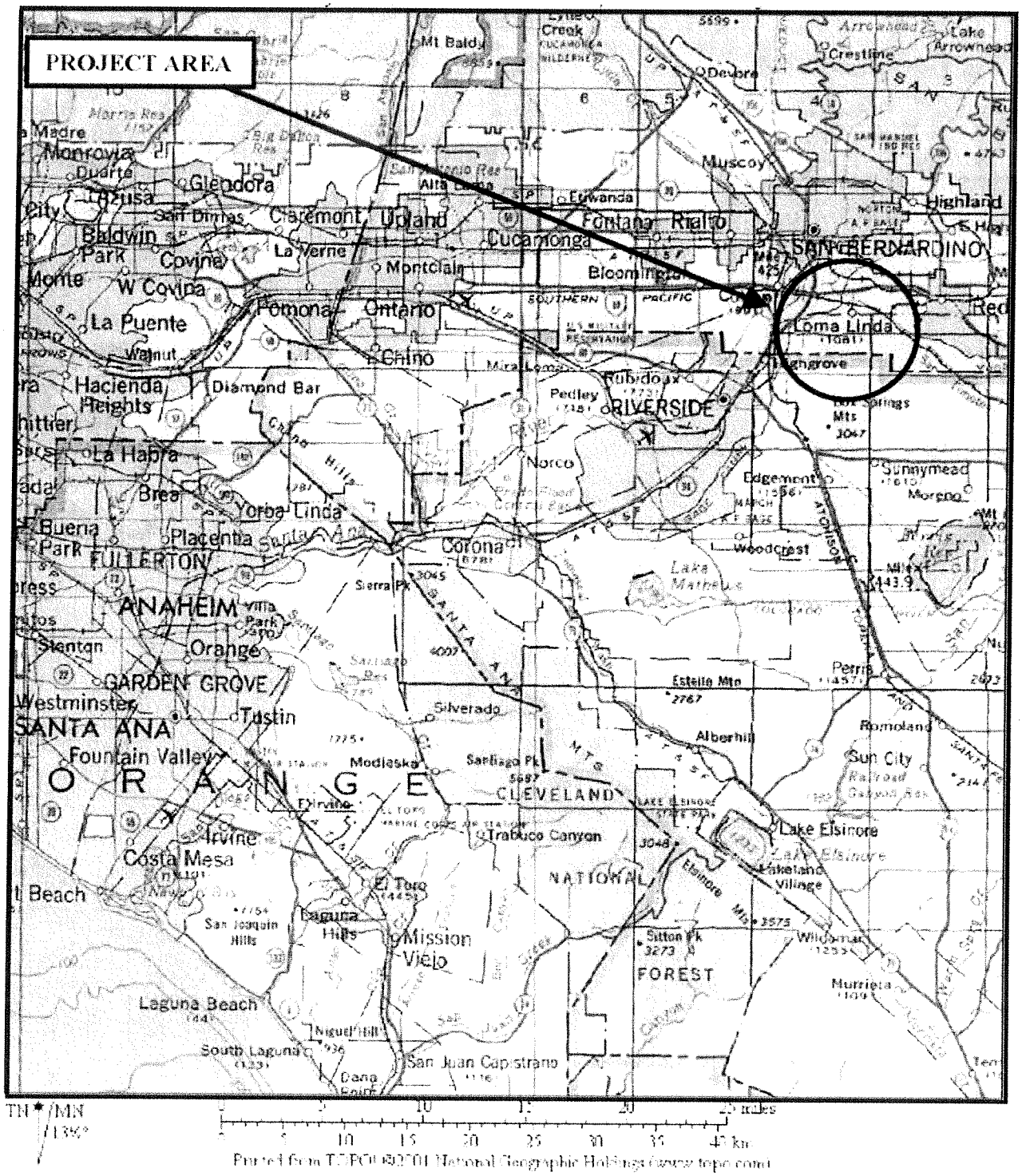
Remnants of the Old San Bernardino Road may be located directly beneath the surface of the existing Mission Road. The Redlands-San Bernardino Motor Line was once located due south and adjacent to Mission Road. It is possible that remnants of the railroad right-of-way may be buried beneath soils in this area.

The Van Uffelen Dairy site consists of dairy structures and a Craftsman residence built in 1915, located to the east of the project site. Portions of the ranchería may be buried beneath the elements of the dairy site. However, as part of the project, dairy structures, including a hay barn and water trough, will be demolished. These structures have been evaluated as part of the Cultural Resources Report, and have been determined to be historically insignificant.

The Mission Road Historic Overlay District is an area of local interest to the City of Loma Linda Historical Commission. The City Council has required by ordinance that any development within the District conform to a strict set of city-adopted design and development standards, which are expected to augment the historic character of the area. Potential impacts to cultural resources identified and proposed mitigations for their preservation are discussed in Section 2 under Cultural Resources (Subsection V).

1.3 SURROUNDING LAND USES

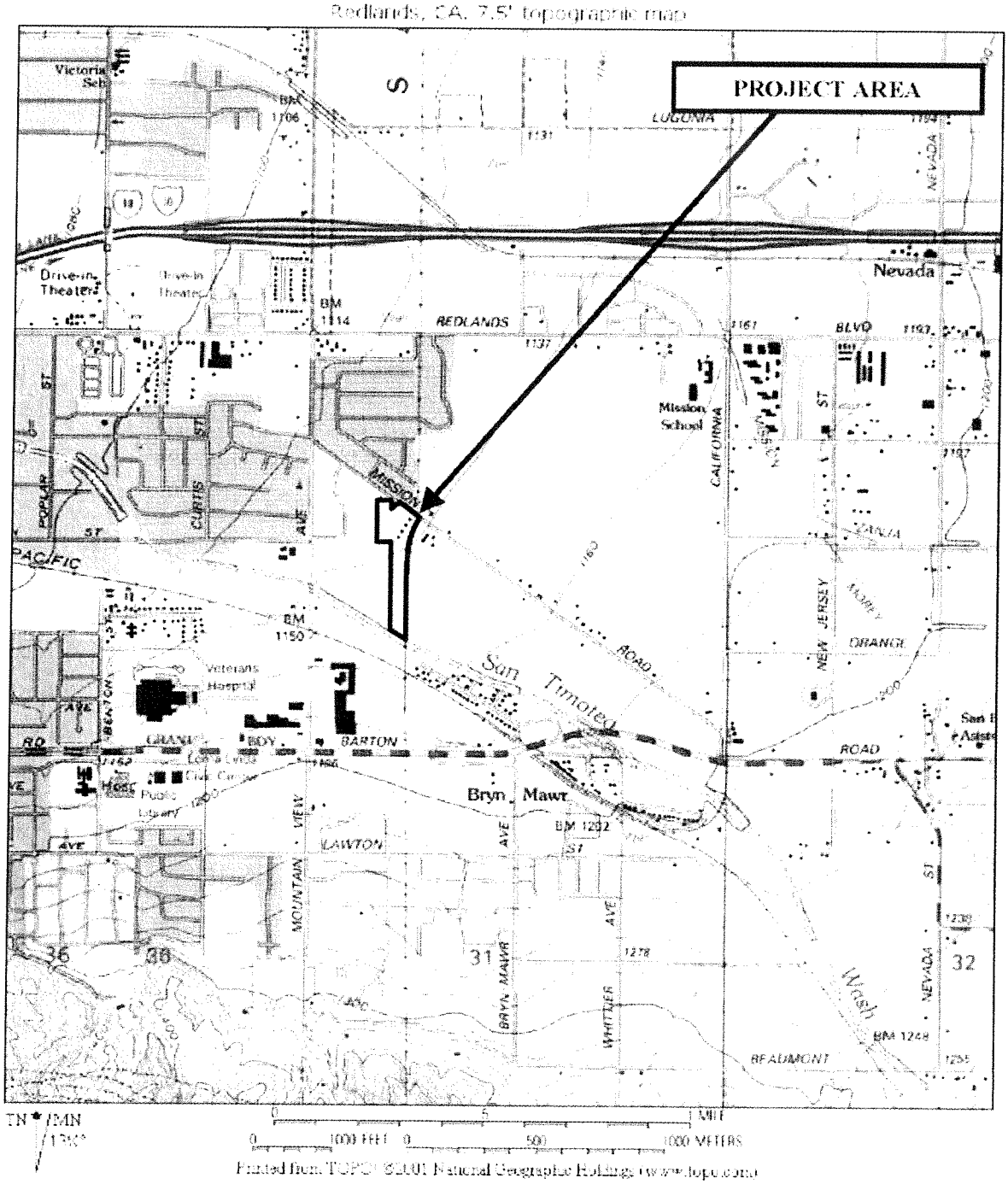
Historically, the land has been used for agricultural purposes consisting mostly of citrus groves and a dairy. The entire citrus orchard has been removed, with only light agriculture taking place. Single-family residences are located immediately north of the proposed project site. Surrounding land uses include a utility corridor to the east of the property, a creek and railroad line on the south, single family residences immediately to the north, and multi-family housing to the west.



SOURCE: Topo! @National Geographic Holdings

Michael Brandman Associates

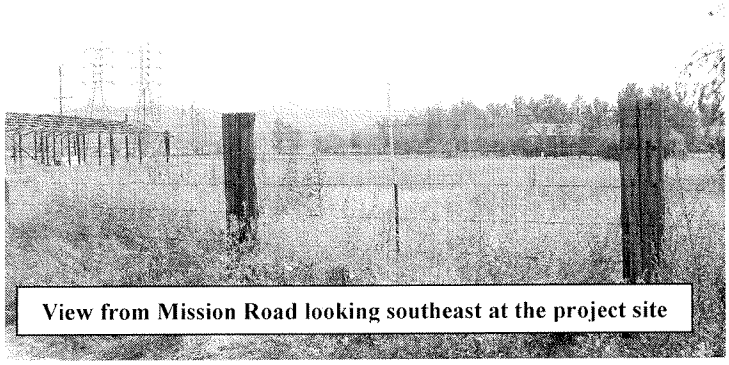
Exhibit 1
Vicinity Map



Michael Brandman Associates

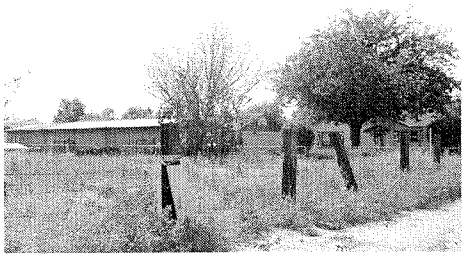
Exhibit 2
Project Location

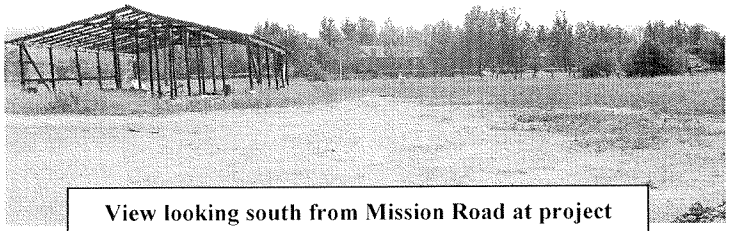
Exhibit 3 Photographs of Site



View from Mission Road looking southeast at the project site

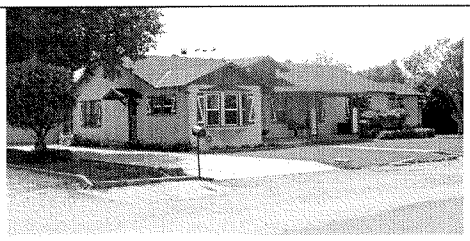
View from Mission Road looking southwest at project site. The structures are part of the Schultz property that will not be removed.

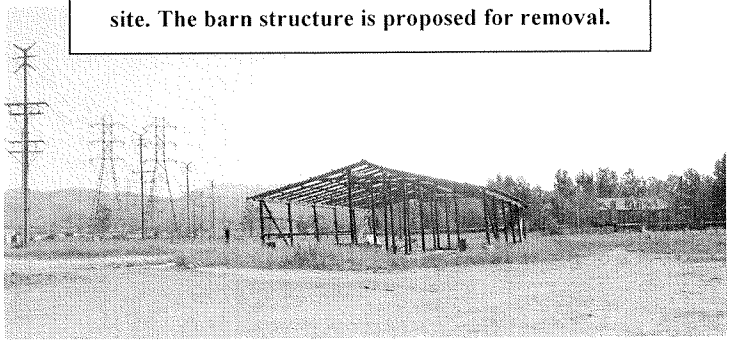


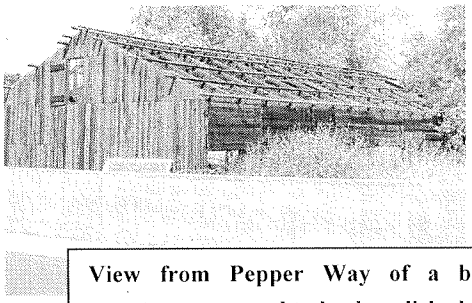


View looking south from Mission Road at project site. The barn structure is proposed for removal.

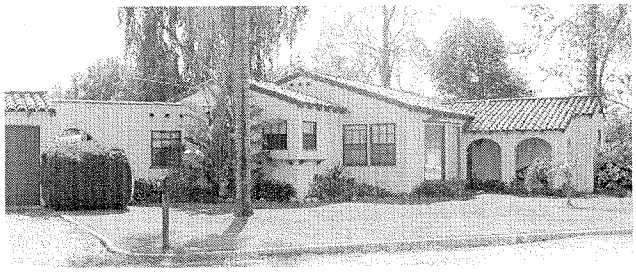
Schultz property – 25867 Mission Rd. – to remain



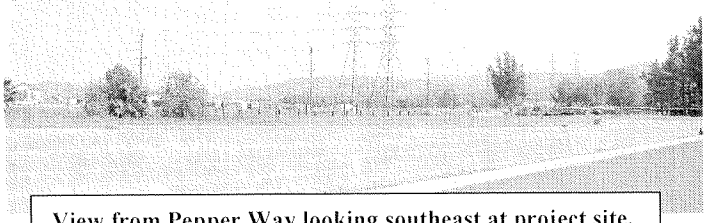




View from Pepper Way of a barn structure proposed to be demolished.

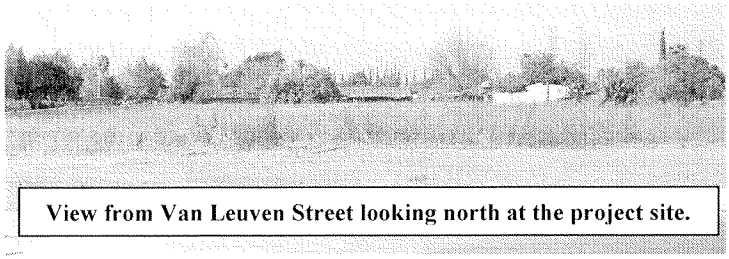


Silva property – 25839 Mission Rd. – to remain

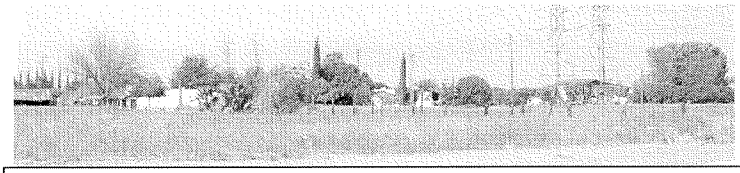


View from Pepper Way looking southeast at project site.

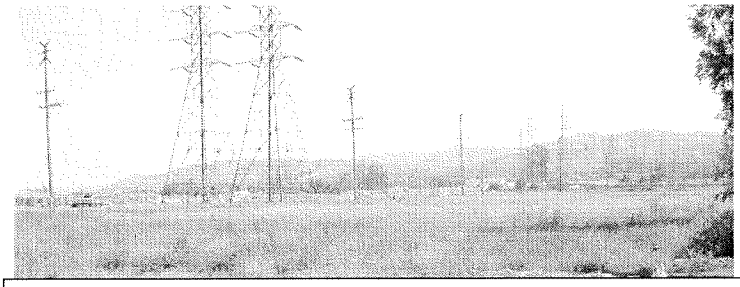
Exhibit 3 Photographs of Site (cont.)



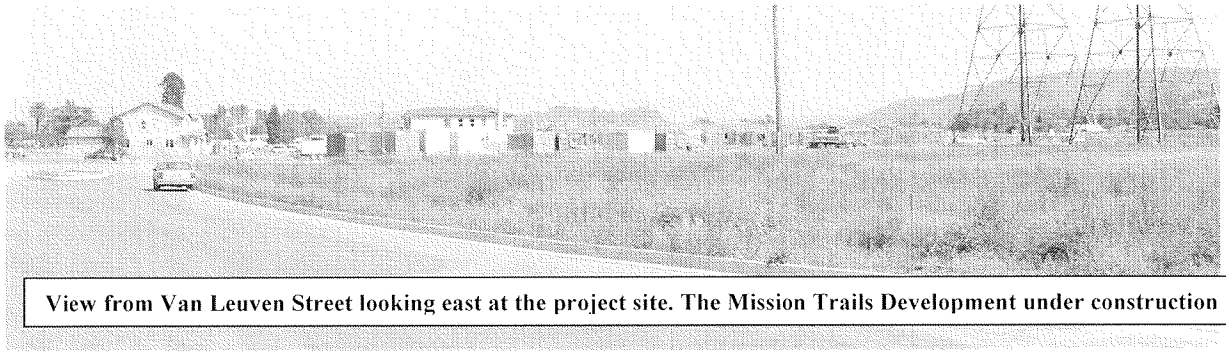
View from Van Leuven Street looking north at the project site.



View from Van Leuven Street looking northeast at the project site.



View from Van Leuven Street looking southeast at the project site.



View from Van Leuven Street looking east at the project site. The Mission Trails Development under construction is visible.

View from Van Leuven Street looking Northeast at the project site.

The City of Loma Linda General Plan Land Use Element Map indicates that the project site is designated as single family residential (R-1). The project is zoned for medium density residential (5 to 10 dwelling units per acre). Surrounding amenities and land uses include a proposed riding and hiking trails located within an existing utility corridor to the east of the project site, existing medium density housing east of the utility corridor, and proposed mixed use neo-traditional developments to the north (see Table 2).

TABLE 2
EXISTING LAND USE

	Existing Land Use	General Plan	Zoning
Site	Vacant, agriculture, single family residences	Residential	Medium density residential
North	Single family residence	Low density (1-4 dwelling units/acre)	Single-family residential
South	Flood control channel, multi-family housing	Neighborhood Specialized Community	Commercial and manufacturing,
East	Utility corridor, housing development under construction	Medium density, community park, mobile home subdivision	Single-family residence
West	Multi-family housing	Low and medium density, institutional	Single-family residence

1.4 DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☑ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT will be prepared.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment. But at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Lori Lamson — Signature

4/15/04 — Date

Lori Lamson — Printed Name

Senior Planner — For the City of Loma Linda

2.0 ENVIRONMENTAL CHECKLIST

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS. -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☑	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☑	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☑	☐
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☑	☐
II. AGRICULTURE RESOURCES. -- Would the project:				
[In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland].				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☑	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☑	☐
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☑	☐

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY. -- Would the project:				
[Where available, the significance criteria established by the applicable air quality management or air pollution control district might be relied upon to make the following determinations].				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☑	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☑	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	☑	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☑	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☑	☐
IV. BIOLOGICAL RESOURCES. -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☑	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☑

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☑
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☑
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☑
V. CULTURAL RESOURCES. -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☑	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☑	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☑	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☑	☐	☐

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. -- Would the proposal:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a know fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☑	☐
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☑	☐
iv) Landslides?	☐	☐	☑	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☑	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☑	☐
e) Have soils incapable of adequately supporting the use of septic tanks of alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☑

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS. -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☑	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☑	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☑	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☑	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☑
VIII. HYDROLOGY AND WATER QUALITY. -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☑	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☑	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on-site or off-site?	☐	☑	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in flooding onsite or offsite?	☐	☑	☐	☐
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☑	☐	☐
f) Otherwise substantially degrade water quality?	☐	☑	☐	☐

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☑	☐
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☑	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☑
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☑
IX. LAND USE AND PLANNING. -- Would the project:				
a) Physically divide an established community?	☐	☐	☐	☑
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☑	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☑	☐
X. MINERAL RESOURCES. -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☑

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XI. NOISE. -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☑	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☑	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☑	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑
XII. POPULATION AND HOUSING. -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☑	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☑	☐	☐
XIII. PUBLIC SERVICES. -- Would the project:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☑	☐	☐
Police protection?	☐	☑	☐	☐
Schools?	☐	☑	☐	☐
Parks?	☐	☑	☐	☐
Other public facilities?	☐	☑	☐	☐
XIV. RECREATION. --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☑	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☑	☐	☐

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC. -- Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☑	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☑	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☑
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☑	☐
e) Result in inadequate emergency access?	☐	☐	☑	☐
f) Result in inadequate parking capacity?	☐	☐	☑	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☑
XVI. UTILITIES AND SERVICE SYSTEMS. -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☑	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☑	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new and expanded entitlements needed?	☐	☐	☑	☐
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☑	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☑	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☑	☐
XVII. MANDATORY FINDINGS OF SIGNIFICANCE. --				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☑	☐	☐

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☑	☐	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☑	☐	☐

3.0 EVALUATION OF ENVIRONMENTAL CHECKLIST

I. AESTHETICS

a. **Less than significant impact.** The development of 95 individual dwelling units will not have a significant impact on the scenic vista as it will not obstruct any existing scenic views. The development area is not listed as a scenic corridor.

b. **Less than significant impact.** The project area is not located within or near a state scenic highway, as identified in the City of Loma Linda General Plan.

c. **Less than significant impact.** The site currently consists of limited farming. While the terrain will be altered, no significant loss of visual character will result. The surrounding area is a mix of residential, single-family development, multi-family residential, small citrus orchards and vacant land.

d. **Less than significant impact.** The development will add to the overall amount of light in the area; however, all street lighting will be directed, shielded lighting designed to minimize glare. No spotlighting, or flood lighting will be used on the development site either prior to, during, or following construction. No adverse impact on nighttime views will occur.

II. AGRICULTURE RESOURCES

a.,b. **Less than significant impact.** The City of Loma Linda General Plan Land Use Element Map (1997) designates the site's approved land use as medium density (5 to 10 dwelling units per acre) and general industrial (southern section of property). Currently the City's Housing Element (1986) identifies the project site as single family residential (R-1). Though the land was historically used as a citrus grove, no citrus groves remain on site. There are no known Williamson Act contract(s) on the property.

c. **Less than significant impact.** The City's Land Use Element Map indicates that the site is currently designated for medium density residential use. Surrounding land use designations for adjoining property are commercial and residential uses. Though the development site has a past history of agricultural uses, the lands are no longer commercially viable for farming uses. The surrounding area is highly urbanized with only minimal farmable acreage remaining.

III. AIR QUALITY

a.,c. **Less than significant impact.** The proposed residential tract is consistent with the underlying general plan land use designation, which is consistent with the land use information used in the current air quality management plan. Air quality impacts are expected to remain consistent with the current air quality management plan.

b. **Less than significant impact with mitigation.** The proposed project was evaluated in terms of potential air quality impacts during construction activities and for long-term occupancy. The project is located within the City of Loma Linda, which is part of the South Coast Air Basin (SCAB). The SCAB is under the regulatory authority of the South Coast Air Quality Management District, which has established regulatory thresholds for activities within the SCAB. When a project exceeds the threshold for a particular contaminant it is considered to have a significant impact on air quality for the region. A significant impact on air quality may also occur if the project does not comply with the air quality management plan, or if its impacts, though not significant, have a cumulative significant effect.

Emissions for the various contaminants were calculated under both short term and long term impacts. Under short-term (construction related) impacts, demolition, grading and construction activities were evaluated for nitrous oxides (NOx), carbon monoxide (CO), reactive organic compounds (ROC), sulfurous oxides (SOx), and fine particulates (PM_{10}). Grading activities were projected to take place over an approximately 16-day period. Construction activities were expected to occur throughout a one-year period. The emissions calculations for these short-term activities are summarized in Table 3 below.

TABLE 3
ESTIMATED SHORT-TERM EMISSIONS DURING THE CONSTRUCTION PERIOD

Pollution Source	NOx	CO	ROC	SOx	PM_{10}
Mobile Equipment	109.85	113.05	14.77	0.05	4.84
Commuting Traffic	0.57	12.10	1.01	-	0.17
Coating Applications	-	-	134.86	-	-
Asphalt Offgassing	-	-	0.71	-	-
Emissions Totals*	110.42 (2.24)	125.15 (2.43)	151.37 (4.70)	0.05 (>0.01)	5.01 (0.11)
SCAQMD Thresholds*	100 (2.5)	550 (24.75)	75 (2.5)	150 (6.75)	150 (6.75)

* Units in parentheses are in tons per quarter.

The data in Table 3 indicates that construction activities for this project are above the SCAQMD thresholds for NOx and ROC emissions. In an effort to reduce estimated NOx and ROC emissions, a range of mitigation measures were reviewed. The most effective mitigation measure for ROC control appeared to be the use of low emissions paint, as required under SCAQMD Rule 1113 and the use of either high volume low pressure (HVLP) spray equipment or hand application of paint. Effective NOx emission reduction measures include properly maintaining construction equipment, provide temporary traffic control during transport activities, and prohibit truck and construction equipment from idling in excess of ten minutes. When emissions were recalculated using these mitigation measures, the reduced short-term NOx emissions are estimated at 99.44 pounds per day (2.02 tons per quarter) and ROC emissions estimated at 68.98 pounds per day (2.04 tons per quarter). These mitigated emission levels fall below the SCAQMD threshold of significance.

Air Quality Mitigation Measure: Air quality impacts for short-term, construction-related activities will be less than significant with the implementation of the following mitigation measure:

- Prior to construction of the proposed improvements, the project proponent will provide a traffic control plan that will describe in detail safe detours around the project construction site and provide temporary traffic control (i.e. flag person) during demolition debris transport and other construction related truck hauling activities.

- During construction of the proposed improvements, construction equipment will be properly maintained at an offsite location and includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction.

- During construction of the proposed improvements, all contractors will be advised not to idle construction equipment on site for more than ten minutes.

- During construction of the proposed improvements, only low volatility paints and coatings as defined in SCAQMD Rule 1113 shall be used. All paints shall be applied using either high-volume, low-pressure (HVLP) spray equipment or by hand application.

The project related air quality impacts for long-term residential use were also calculated. For residential use, a variety of activities were evaluated, including landscape maintenance, energy consumption, and traffic related impacts. Long-term emissions projections calculated for project related impacts were determined to be less than

significant. Table 4 summarizes the long-term air quality impacts associated with this project.

TABLE 4
ESTIMATED LONG-TERM PROJECT-RELATED EMISSIONS

Pollution Source	NOx	CO	ROC	SOx	PM_{10}
Mobile Emissions	11.27	125.72	10.41	0.11	9.62
Electrical Consumption	0.23	0.31	0.02	0.18	0.06
Natural Gas Consumption	1.24	0.53	0.10	-	-
Landscaping Emissions	0.02	1.10	0.13	0.03	-
Consumer Products	-	-	4.84	-	-
Emissions Totals	12.76	127.66	15.50	0.32	9.68
SCAQMD Thresholds	55	550	55	150	150

Note: All units are in pounds per day

d.,e. **Less than significant impact.** No significant long-term pollution or odor increase will occur thus not causing a substantial increase of exposure to sensitive receptors. Fugitive dust from grading will occur during the construction of the development site; however, levels will not exceed air quality thresholds and will not be permanent. Odors will be limited to temporary activities, such as asphalt paving, and are not expected to result in a nuisance to nearby receptors.

IV. BIOLOGICAL RESOURCES

a. **Less than significant impact.** The project site is currently vacant land that has been highly disturbed through past and present agricultural practices. Surrounding area is generally highly disturbed either through residential or agricultural uses.

b.-d. **No impact.** The project site is highly disturbed, relatively flat land that has been used for agricultural and dairy purposes. The land is tilled with limited crop production. The project site does not include any riparian habitat or other sensitive natural community. San Timoteo Creek, just south of the project site, is a concrete flood control channel, and does not support native vegetation or wildlife species.

e.,f. **No impact.** The project site does not contain any protected biological resources nor is it located within or adjacent to a habitat conservation area. The project area has historically been used for agricultural purposes (citrus groves and dairies) with much of the surrounding area currently used for residential communities.

V. CULTURAL RESOURCES

a.-c. **Less than significant impact with mitigation measures.** The City of Loma Linda has established a historic overlay district in the Mission Road area. Several potentially important structures were known to lie within the Mission Road area, however, a field survey of the project site has been completed and no known archaeological resources were observed. A records search for known cultural sites identified six sites as potentially lying within or adjacent to the project area. These sites included the Guachama rancheria, the Old San Bernardino Road, the Redlands-San Bernardino Motor Line, the original (1904) Mission school site, Van Uffelen Dairy and the Mission Historic District. Only the Guachama rancheria was considered to be eligible for the National Registry. The remaining five sites, though not considered eligible for National Registry listing, are considered to be of local significance. Since the project area is located directly across the street from the Guachama rancheria, it is possible that buried features associated with the rancheria will be uncovered during grading and trenching. For this reason, the following mitigation measure is recommended:

Cultural Resource Mitigation Measure 1:

- Testing of the ground up to 150 feet from the southern edge of Mission Road should take place at the north end of APN 0292-111-03 and -04 to ensure that no buried features associated with this significant site are impacted.

- Full-time monitoring by a licensed archeologist during all grubbing grading and utility trenching activities where intact soils below the upper 2 feet of grade are disturbed. Native American tribal monitors (from groups indicated by the NAHC) should be hired by the project proponent and should be on site during the grubbing, grading and utility trenching phases of the project. These monitors should also be on-site during any archaeological Phase 2 (testing) or Phase 3 (excavation) work.

- Should potentially significant buried cultural resources be uncovered during construction, such resources should be tested by a qualified archaeologist for historical significance prior to continuing construction or grading.

- The barn structure, concrete foundation/platform east of the barn, and two concrete troughs located on site as part of the Van Uffelen Dairy (east of the SCE easement) shall be photographically recorded and records provided to the City of Loma Linda prior to issuance of grading permits.

d. **Less than significant impact with mitigation.** The site is not expected to contain any human remains. If any are encountered, construction will be halted and the San Bernardino County Coroner shall be immediately advised.

Cultural Resource Mitigation Measure 2:

- Should any human remains be discovered during construction activities, all work in the area shall be suspended and the San Bernardino County Coroner shall be notified of the discovery. Work shall not resume until the Coroner has approved resumption of activities.

Table 5
Cultural Resource Mitigation Measures for Known Cultural Sites

Site Number	Site Description	Mitigation Procedure For Impacts
CA-SBR-2311/H	**Guachama rancheria**	This site is significant and should be considered eligible for the National Register. Should grading take place in Parcel 292-111-10, the northwest quarter of Parcel 292-121-42 and the northern quarter of Parcel 292-121-06, the area should be padded with up to 2 feet of soil. If earthmoving occurs below the upper 2 feet of the currently existing grade, Phase 2 testing for significance in the abovementioned parcel localities should take place prior to earthmoving. If subsurface archaeological work is performed and new features associated with the ranchería identified, a new DPR523 form set should be generated as a part of the mitigation-monitoring Plan.
CHPI-21 PSBR-1H	**Old San Bernardino (LA-Sonora) Road (also known as "Cottonwood Row")**	This site is on the California Point of Historic Interest list, but it is uncertain whether the original roadbed lies beneath the current surface of Mission Road. Monitoring of all excavations directly adjacent to this road should take place, with the goal of identifying and documenting features associated with site PSBR-1H alone. This site is not currently considered NR-eligible. This is considered a resource of local significance. If subsurface archaeological work is performed and new features associated with the road identified, a new DPR523 form set should be generated as a part of the mitigation report. Any newly discovered features should be considered a part of this site. They should be tested for significance.
P1063-35H	**The Redlands-San Bernardino Motor Line (Railroad right-of-way)**	This site was noted on archival maps, but it is uncertain whether the original railroad lies beneath the current surface of the southern margin of Mission Road. Careful monitoring of all excavations directly adjacent to this road should take place, with the goal of identifying and documenting features associated with site P1063-35H alone. This site is not currently considered NR-eligible. This is considered a resource of Local significance. If new features associated with the motor line are identified during the monitoring process, a new DPR523 form set should be generated as a part of the mitigation report. Any newly discovered features shall be Phase 2 tested for significance.

Table 5, Continued

Site Number	Site Description	Mitigation Procedure For Impacts
P1063-43H	**VanUffelen Dairy**	The dairy complex consists of abandoned dairy buildings. Based on previous research, the abandoned dairy buildings are not NR-eligible, but are considered a resource of local significance. Impacts to the existing dairy buildings must not be mitigated for beyond recordation utilizing current DPR523 forms. The dairy itself rests upon the southern margin of the Guachama ranchería, which was previously noted as a significant site that should be considered eligible for the National Register.
P1063-46H	**Mission Historic District**	Construction of the proposed project and supporting roadways should conform to the recommendations of the Loma Linda Historic Commission. The District is not considered NR-eligible as this is considered a resource of local significance.

VI. GEOLOGY AND SOIL

a. **Less than significant impact.** The site is not located within the boundaries of an Earthquake Fault Zone for fault-rupture hazard as defined by the Alquist-Priolo Earthquake Fault Zoning Act. Since no faults are known to pass through the project site, a surface fault rupture within the project site is unlikely.

Two historic strong earthquakes have been epicentered within about 5 miles of the project site. Both earthquakes predated any seismic monitoring, so their magnitudes and epicenters can only be estimated. The more recent strong earthquake, in 1923, was a 6.0 magnitude earthquake in San Bernardino, roughly 5 miles to the north. The earlier earthquake, in 1858, was also estimated to be about a magnitude of 6.

The nearest fault is the San Jacinto fault which is located approximately 2 miles to the south of the project site. RMA Group performed a preliminary geotechnical investigation of the site and determined that the most intense ground shaking at the site would be the result of a nearby large magnitude earthquake along the San Jacinto fault. If a magnitude 6.7 earthquake were to occur along the San Jacinto fault near the site, estimated peak horizontal ground acceleration at the site is estimated to range from 0.42 g to 0.70 g.

Liquefaction is considered unlikely to occur at the project site due to the depth of groundwater (approximately 100 to 150 feet below ground surface). Seismically induced landslides are not expected to occur due to the low gradient of the site.

b. **Less than significant impact.** Substantial soil erosion is unlikely to occur due to the relatively flat terrain. However, soil erosion shall be further minimized during construction through the implementation of dust control measures described in section III.

c.,d. **Less than significant impact.** The RMA Group, as part of their geotechnical investigation of the site, concluded that the project area is underlain by alluvial fan deposits. Subsurface soils consisted of silty sands to sands with some gravels and are non-plastic and non-expansive in nature. Liquefaction is considered unlikely due to depth of groundwater (which is approximately 100 to 150 feet below ground surface). Provided regrading of the near surface soils is performed as recommended in the geotechnical report for this site by RMA Group, settlement, landslide, lateral spreading, subsidence, or collapse is not considered to be a site constraint.

e. **No impact.** No alternative wastewater disposal systems or septic tanks will be used, as the development site will be supported by a sewer system.

VII. HAZARDS AND HAZARDOUS MATERIALS

a.,b. **Less than significant impact.** At the development site a less than significant impact from hazardous materials transport or use will be present during construction of the site. Hazardous materials which may be present during construction include limited storage of diesel fuel and the storage of paints and solvents common to construction. Quantities of materials stored on site during construction activities will be limited to amounts reasonable and necessary for construction activities and will be stored in manner consistent with hazardous material storage requirement. While potentially hazardous materials may be on site, the quantities and use of these materials is routine and will not pose a threat to surrounding areas or the public in general.

c. **Less than significant impact.** Referencing Thomas Guide, San Bernardino and Riverside Counties street guide and directory, 2001 page 607, no school currently exists within one-quarter mile radius from the development site. The current Mission School site is over ½ mile northeast of the project site. A new school has been proposed north of the project site; however, this project (construction and residential use) is not expected to result in the emission of hazardous materials that would impact existing or proposed schools.

d. **Less than significant impact with mitigation.** A Phase I Environmental Assessment was performed in May 2002 for the project site. A record search indicated that no environmentally harmful activities have been reported on or near the property. A site survey was completed and evidence of potential soil contamination was observed during this survey. Potential soil contaminants present on the subject property include fertilizer, pesticides, and/or petroleum products.

Mitigation Measure for Potential Soil Contamination:

- Soil sampling and analysis of visibly stained soils will be conducted prior to any grading or earthmoving activities. Any soil that is determined to contain contaminants in hazardous concentrations will be properly treated and/or removed by a qualified hazardous waste company.

e.,f. **No impact.** Per page 607 of the 2001 Thomas Guide, San Bernardino and Riverside Counties street guide and directory, no public airport or public use airport is located within 2 miles of the project site. The nearest public use airport is San Bernardino International Airport, approximately 3 miles north. No private airstrips have been identified within the vicinity of the project site.

g. **No impact.** The proposed project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

h. **No impact.** The development site is not located in or adjacent to a wildland area and is not subject to a significant risk from wildland fires.

VIII. HYDROLOGY AND WATER QUALITY

a, c., e, f. **Less than significant impact with mitigation.** Development of the vacant site can potentially cause soil sedimentation and water pollution during grading and construction phases. Operations of the facility, including maintenance and irrigation can also lead to sedimentation and water contamination. An erosion/sediment control plan and a Water Quality Management Plan are required to address on-site drainage control during construction.

Mitigation Measures for Hydrology and Water Quality:

- All site drainage shall be handled on-site and shall not be permitted to drain onto adjacent properties.

- Prior to issuance of grading permits, the applicant shall obtain coverage under the NPDES Statewide Industrial Stormwater Permit for General Construction Activities from the State Water Resources Control Board. Evidence that this has been obtained shall be submitted to the City of Loma Linda Public Works Department.

- An erosion/sediment control plan and a Water Quality Management Plan are required to address on-site drainage construction and operation.

- All necessary precautions and preventive measures shall be in place in order to prevent material from being washed away by surface waters of blown by wind. These controls shall include at a minimum: Regular wetting of surface or other similar wind control method, installation of straw or fiber mats to prevent rain related erosion. Detention basin(s) or other appropriately sized barrier to surface flow must be installed at the discharge point(s) of drainage from the site. Any water collected from these controls shall be appropriately disposed of at a disposal site. These measures shall be added as general notes on the site plan and a statement added that the operator is responsible for ensuring that these measures continue to be effective during the duration of the project construction.

- Appropriate controls shall be installed to prevent all materials from being tracked off-site by vehicles or other means. These controls may include gravel exits or wash-down areas. Any materials tracked off-site must be removed as soon as possible, nut no later than the end of the operation day. This material shall be disposed of at an appropriate disposal site. These measures shall be added as general notes on the site plan and a statement added that the operator is responsible for ensuring that these measures continue to be effective during the duration of the project construction.

- A complete hydrology study and hydraulic calculations shall be submitted for review and approval by the Public Works Department.

b. **Less than significant impact.** The project is consistent with the planned growth of the City of Loma Linda, so no significant impact is expected. The project proponent must obtain a commitment of service from the local water purveyor prior to recordation of the tract map.

d. **Less than significant impact with mitigation.** The project consists of flat terrain that is partially citrus grove and partially farmed or barren with frequent discing. The upstream tributary area easterly is primarily undeveloped and of similar character. The general fall of the ground is to the northwest at about 1 percent. Though bounded on the south by the San Timoteo Creek channel, the site falls away from the channel and drains to Mission Road.

Goodman and Associates prepared a preliminary hydrology report, which concluded that drainage improvements, required as part of drainage improvements for proposed development east of the project site, contains sufficient carrying capacity for projected flows as a result of this project. The approved improvements included in construction plans for Tentative Tract 16341 will provide sufficient drainage for the project site Therefore this improvement is already being implemented as the result of previous projects. The system will connect to the Mt. View storm drain, which was originally designed to accept these flows.

Mitigation Measure for Hydrology and Water Quality:

- Prior to any construction activities, the project proponent will submit a proposed storm drain system designed to handle flows from the anticipated runoff created by this project to the City for review and approval.

g.,h **Less than significant impact.** The project is located within the regional watershed known as San Timoteo Canyon. The primary drainage course is San Timoteo Creek, a major regional flood control channel. The City of Loma Linda General Plan Housing Element (1986) and the Federal Emergency Management Agency's Flood Insurance Rate Map (1996) identify the project site as lying within a 100-year floodplain.

The US Army Corps of Engineers and the San Bernardino County Flood Control District have improved the creek to a concrete lined trapezoidal channel. These improvements were built to about ¼ mile upstream from the project and construction to extend improvements farther upstream have commenced this year. As a result of the improvements, the Federal Emergency Management Agency (FEMA) issued a letter on June 27, 2001, that revises the project area's floodplain rating to a Zone A99. The Zone A99 designation is an interim designation that is used for areas that are protected from the base flood due to a Federal flood-protection system that is under construction. A new floodplain map will be prepared after the U.S. Army Corps of Engineers has certified the improvements to the San Timoteo Creek.

i.,j. **No significant impact.** The project site consists of relatively flat terrain. Ongoing improvements to the San Timoteo Creek flood channel are designed will remove the project area from the 100-year floodplain, reducing the potential of flooding or mudflows to less than significant. The project is not located near any large bodies or water and is not subject to threats of inundation by seiche or trunami.

IX. LAND USE AND PLANNING

a. **No impact.** The project will not physically divide an established community. Properties to the south of the site are physically separated by a rail line and a flood control channel. Land to the east of the project is currently undergoing construction for a residential development. Property immediately to the east of the project is part of a utility/power line easement with planned and existing housing west of the easement.

b. **Less than significant impact.** The development site is presently zoned as medium density single family residential (5 to 10 dwelling units per acre). Under the proposed project, the site will remain residential with a density of approximately 6.7 dwelling units per acre.

c. **Less than significant impact.** This project will not conflict with any applicable habitat conservation plan or natural community conservation plan. The project site lies within disturbed lands and is adjacent to agricultural and residential land. No Habitat Conservation Plan is being proposed or has been established for the area surrounding the project site, so no impacts to a Habitat Conservation Area are expected. A program to re-establish a riparian habitat along the creek for migratory birds has been proposed. This project will be compatible with the proposed improvements along the creek.

X. MINERAL RESOURCES

a.,b. **No impact.** No loss of valuable mineral resource is expected to occur since the project site is not zoned for mineral extraction. Surrounding land uses would not be consistent with a mineral extraction facility.

XI. NOISE

a. **Less than significant impact with mitigation.** A Noise Impact Analysis was performed for the project by Roma Environmental. Ambient noise levels were measured approximately 50 feet from the edge of Mission Road in the project study area. Ambient noise levels were measured at 64.5 dBA $_{\text{Leq20 minute}}$ and at 68.1 dBA CNEL. Measured noise levels were then input into the SOUND32 computer model to predict future (with project) noise levels. Noise levels were compared to the County of San Bernardino noise standards and to the City of Loma Linda General Plan to determine compliance with local standards. An impact was determined to exist when

projected noise levels exceeded the local noise standard. The County of San Bernardino and the City of Loma Linda General Plan allow outdoor noise levels in private yards of single-family homes of up to 65 dBA provided that exterior noise levels have been substantially mitigated through a reasonable application of best available technology. Under local standards, interior noise levels are allowable up to 45 dBA. Using standard construction methods and materials, as required under the Uniform Building Code, interior noise levels would be expected to decrease at least 20 dB from exterior levels.

Two scenarios were evaluated for this project. In this first scenario, it was assumed that the portions of the lots adjoining the streets represented the private or back yards of the properties being evaluated. The study concluded that the back and/or side yards of properties adjoining Van Leuven Street and/or Mission Road were potentially impacted by noise levels. The study also determined that noise could be effectively mitigated through the construction of a minimum six foot wall between the back and/or side yards of these properties and Mission Road and/or Van Leuven Street. Noise barrier walls could be constructed from a variety of materials, including earthen berms, masonry, wood, plexiglass, glass or similar materials. Noise barrier walls and gates must be solid, with no open spaces from the ground to the indicated height. Construction of the noise barrier walls would reduce backyard noise levels to 60-63 dBA CNEL, within allowable standards for residential land uses. Note that under this scenario, the noise barrier walls constructed for private yards facing the street would also provide sufficient reduction in noise to ensure that interior noise levels would not exceed 43 dBA CNEL.

Under the second scenario, it was assumed that the front yards abut Mission Road. Under this scenario, front yards are generally considered to be semi-public areas and do not require noise barriers. In this situation, home setbacks would need to be at least 35 feet from the edge of the roadway in order to achieve interior noise levels below 45 dB CNEL.

Additionally, a railroad track lays roughly parallel to, and approximately ¼ mile from the project's southern boundary. Initial sampling indicated that noise levels from the railroad would not impact the project.

b, d. **Less than significant impact with mitigation.** The development will result in short-term construction noise impacts. However, the City requires compliance with the City's Noise Ordinance and construction hours.

Mitigation Measures for Noise Impacts:

- To mitigate for exterior/backyard noise levels, properties adjoining Mission Road and/or Van Leuven Street shall install a minimum six-foot high solid wall between the roadway and the back/side yards.

- To mitigate for interior noise levels, properties adjoining Mission Road shall either construct a solid wall as described above, or be setback at least 35 feet from the edge of the roadway. If this mitigation is not feasible, an indoor noise analysis should be conducted for these homes when grading and architectural plans become available.

- During site construction, the project shall comply with Section 9.20.050 (Prohibited Noises) of the Loma Linda Municipal Code, which requires that construction activities cease between the hours of 10:00 p.m. and 7:00 a.m.

c. **Less than significant impact.** During construction of the housing units a temporary rise in the area's noise level will occur; however, the level of noise will not be substantial. While some ground-borne vibration will be created, no substantial vibrations will occur, so the potential for disrupting persons in the vicinity of the project area is minimal.

e, f. **No impact.** Referencing the 2001 Thomas Guide, San Bernardino and Riverside Counties street guide and directory, page 607, no public airport or private airstrip is located within 2 miles of the project site. The San Bernardino International Airport is approximately 3 miles north of the project site and is in the process of development a Master Plan to address land uses.

XII. POPULATION AND HOUSING

a. **Less than significant impact.** The proposed project will involve construction of 95 new housing units that will increase the population of the area. The growth that this development will cause is less intense (of lower density) than the allowable density planned for in the existing City of Loma Linda Adopted General Plan Land Use Element Map.

b. **No impact.** The project will not result in the need to produce replacement housing. The project site is predominantly open space and will not displace any current housing, or businesses. Two inhabited houses, currently on the project site, will be protected in place as part of this project.

c. **Less than significant impact with mitigation.** The project area is currently designated as medium density residential. The proposed project is consistent with the current land use and zoning designations and will not result in a change in land use.

XIII. PUBLIC SERVICES

a. **Less than significant impact with mitigation.** The Public Safety Department has reviewed this project and they have the capability of providing service to the site. All homes will be required to install automatic fire sprinklers and a utility improvement plan will be required of the applicant to show locations of fire hydrant for Public Safety Department review. The San Bernardino County Sheriff's Department provides police protection for the City of Lima Linda. They have reviewed the project and are able to provide services for this project; therefore, there is no impact. Redlands Unified School District has been notified of this project. The applicant will be required to pay school fees to the District. The neighborhood park to the south will be adequate to service the future residents in the subdivision. Government services will be provided to all residents in this subdivision.

The project would not create the need for additional public services. The proposed project will not adversely impact other publicly maintained facilities due to the limited size and scope of the project. A standard condition of approval will require the project proponent to pay for development impact fees established for development within the City of Loma Linda. These fees are used to make necessary improvements within the area to keep the system at acceptable levels of service and to provide for future parks within the City.

Mitigation Measures for Public Service Impacts:

- The developer will be required to install automatic fire sprinklers in all dwelling units, and a utility improvement plan will be required of the developer to show locations of fire hydrants for Public Safety Department review.

- The developer shall pay for development impact fees established for development within the City of Loma Linda prior to issuance of building permits.

- The developer shall make a payment of school fees from the most current fee schedule to Redlands Unified School District prior to issuance of building permits.

XIV. RECREATION

a. **Less than significant impact.** The development of 93 housing units will increase the use of public facilities in the vicinity, however a less than substantial impact will occur as the number of individuals that will occupy the area is relatively low. As part of the project, the home owners association recreation area will be located within the project site. A small system of hiking trails implemented by Tentative Tract 16341, adjacent to project site, will provide additional recreational activities to the community. The neighborhood hiking trails are expected to link to an adjacent regional trail network proposed for the utility corridor immediately east of the project site.

b. **Less than significant impact with mitigation.** The project's recreational facilities (parks and trails) will be funded through the establishment of a landscape maintenance district and managed by the City of Loma Linda. Impacts to the area's recreational facilities will be financed through a development agreement, as needed.

Mitigation Measure for Recreational Impacts:

- A development agreement will be implemented that will provide for funding of landscape and recreational parks within the project area.

XV. TRANSPORTATION/TRAFFIC

a.,b. **Less than significant impact with mitigation.** In conjunction with City of Loma Linda staff, a total of four intersections were identified for analysis in the traffic study for typical weekday morning and evening peak hour conditions. The locations included the following intersections:

- Mountain View at Mission Road;
- Mountain View at Van Leuven Street;
- Van Leuven Street at Mission Road (Project Access Point); and
- Pepper Way at Mission Road (Project Access Point)

The intersection of California Street and Mission Road was not included in this traffic impact identification. The traffic model that Meyer, Mohaddes Associates developed identified that only 3 percent of the traffic from the project would drive out to California Street. Based on the 3 percent assumption and traffic models, the project-related impacts resulted in one additional vehicle during morning peak hours and two

additional vehicles during the afternoon peak hours, which are considered insignificant.

Existing conditions were determined by performing morning and evening peak period turning movement traffic counts at the four existing study intersections during July 2003. A 24-hour traffic count along Mission Road east of Mountain View was also completed. Based on consultation with the City of Loma Linda, an ambient growth rate of four percent per year was used in the analysis. Year 2006 build-out has been assumed as the time frame for future conditions since full occupancy of the proposed project is expected to occur during this time. Cumulative project growth, which is growth due to specific, known development projects in the study area was also included in the analysis of Year 2006 Without Project conditions. The Year 2006 With Project included the impacts due to ambient growth and related projects in addition to the proposed project conditions. The known development projects in the study area included the following:

- 51-unit single-family residential development at 1st Street and Whittier Avenue;
- 50-unit single-family residential development at Newport and Barton Road;
- University Village (300,000-square-foot commercial/retail space, 1,345 rental apartments, and 431-unit single-family homes);
- Orchard Park (400,000-square-foot commercial/retail space, 47.4-acres mixed use business park, 862-unit luxury apartments, and 365-unit single-family residences);
- Mission Trails Development 209- single family residential-units; and,
- Mission Creek Development 263- single family residential-units.

The last three projects are located along Mission Road between California Street and Mountain View. The total cumulative project trips for all these projects was 2,446 trips for AM Peak Hour and 3,227 trips for PM Peak Hour. The Mission Development project, with 95 single-family residential units was estimated to add 74 trips during AM Peak Hour and 100 trips during PM Peak Hour.

Traffic impacts were measured in terms of Level of Service for the four intersections identified above. The level of service concept is a measure of the average operating conditions at an intersection during an hour. It is based on vehicle-delay and is defined by a range of grades from A to F. LOS A represents free-flow conditions

while LOS F characterizes severe congestion with volumes at or near the design capacity. LOS D is generally considered to be the lowest acceptable LOS in an urban or suburban area. Levels of service E and F are generally considered to be unacceptable operating conditions that warrant mitigation. Table 6 below provides a summary of the six levels of service, their descriptions and approximate delays for both signalized and stop-controlled intersections.

TABLE 6
LEVEL OF SERVICE INTERPRETATIONS

Level of Service	Description	Signalized Intersection Delay (seconds per vehicle)	Stop-Controlled Intersection Delay (seconds per vehicle)
A	Excellent operations. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation	≤ 10	≤ 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	> 10 and ≤ 20	> 10 and ≤ 15
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20 and ≤ 35	>15 and ≤ 25
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	> 35 and ≤ 55	> 25 and ≤ 35
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>55 and ≤ 80	>35 and ≤ 50
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	>80	>50

Source: *Highway Capacity Manual 2000,* Transportation Research Board, Washington D.C., 2000

Once the existing and future traffic volumes for the intersections could be estimated, the levels of service were assessed. The four intersections were evaluated for worst case loads during peak AM and PM periods. Under existing conditions, Mountain View at Mission Road was rated at a LOS of D during PM peak hour periods. Under future growth projects, with and without the additional traffic volume created by the proposed project, Mountain View dropped to a LOS of F for PM peak hour periods. Table 7 summarizes the traffic impacts for the four intersections under study.

TABLE 7
TRAFFIC IMPACTS

Intersection	Existing Conditions		Year 2006 (Growth / Related)		Year 2006 (Growth/ Related/Project)	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Mountain View at Mission Rd	B	D	D	F	D	F
Mountain View at Van Leuven St.	B	B	C	B	C	C
Pepper Way at Mission Rd	A	A	A	B	B	B
Van Luevan St at Mission Rd.	-	-	B	B	B	B

The City of Loma Linda uses the San Bernardino County Congestion Management Program (CMP) to determine criteria for impacts at intersections. The County requires that intersections that are expected to operate at LOS F be mitigated to at least LOS E.

As shown in Table 7, above, the intersection of Mountain View and Mission Road is projected to operate at an unacceptable level of service (LOS F during PM peak hours) and will require mitigation measures. It should be noted that the LOS F during the evening peak hour is projected for future conditions with the project as well as conditions without the project. This would indicate that improvements to this location would be needed even without the development of the proposed project.

Improvements were developed for the intersection of Mountain View and Mission Road and their effectiveness was analyzed. Recommended improvements consist of installing a two-phase traffic signal at the intersection. Peak hour traffic volumes are sufficiently high to satisfy standard traffic signal warrants. In addition, the Mission Road approach should be formally striped to provide one left-turn land and one right-turn lane. Using these improvements, the intersection was reevaluated to determine the projected level of service. Table 8 summarizes future (with project) peak hour conditions with and without mitigation.

TABLE 8
FUTURE WITH MITIGATION PEAK HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

Intersection	Future with Project	With Mitigation	Impact
Mountain View at Mission Rd.: AM	D	B	No
PM	F	C	No
Future with Project conditions – stop-controlled intersection. With mitigation – signalized intersection			

Traffic Mitigation Measure:

- A traffic signal is proposed for the intersection of Mountain View at Mission Road to improve traffic congestion under peak load conditions. A development agreement between the project proponent and the City will be approved which provides for a proportionate assessment of costs for traffic improvements at the intersection of Mountain View and Mission Road.

c. **No impact.** According to the 2001 Thomas Guide for San Bernardino and Riverside Counties street guide and directory, page 607 no public airport is located within 2 miles of the development site. San Bernardino International Airport is located approximately 3 miles north of the project site.

d. **Less than significant impact**. No traffic hazards will be created by the extension of Van Leuven Street or the construction of internal roads that are necessary for the development.

e. **Less than significant impact.** The proposed project will not result in inadequate emergency access. As part of the project, existing roads will be extended into the project area and proposed street improvements will provide better access to the surrounding community. Interior roads will be designed to provide adequate access to emergency vehicles and will be reviewed by Public Works and Public Safety Departments.

f. **Less than significant impact.** Dwelling units will have a driveway and garage for residential parking. Additional parking capacity will be obtained through parking along Mission Road and the project's interior roads. No additional need for parking capacity is anticipated.

g. **No impact.** The development will not conflict with adopted policies, plans, or programs supporting alternative transportation, it may potentially enhance alternative transportation programs by providing safer routes for pedestrian and bicycle travel. The project area will link to the proposed regional trail system through the utility corridor adjacent to the site, providing easy and safe access to alternative transportation. Bikeways and trails have been designed within the project area to encourage pedestrian and bicycle travel.

XVI. UTILITIES AND SERVICE SYSTEMS

a. **Less than significant impact.** The development will use a sewer system to control and manage the wastewater that it creates; therefore it will not exceed wastewater treatment requirements set forth by the Regional Water Quality Control Board.

b.,e. **Less than significant impact.** The development will be served by the existing wastewater treatment facilities. Proof of service capacity will be presented to the City of Loma Linda prior to recordation of the tract map.

c. **Less than significant impact.** Existing storm drainage facilities along Mission Road are operating at or near carrying capacity. A higher capacity system is currently planned and will be installed as part of area improvements prior to project construction. The new storm drain facilities are designed with sufficient carrying capacity to meet projected demands.

d.,e. **Less than significant impact.** The City provides wastewater services through its existing sewer system. Wastewater is treated at the City of San Bernardino facilities and the project's impacts will not exceed current design capacity of the existing water treatment facilities. Proof of service capacity will be presented to the City of Loma Linda prior to recordation of the tract map.

f.,g. **Less than significant impact.** Curbside service is currently provided to city residences through a contract with Waste Management Inc. The development area will be served by a County of San Bernardino landfill, and will have a negligible impact on the capacity of the landfill. Solid waste handling and disposal operations will comply with federal, state and local statues related to solid waste.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a. **Less than significant impact with mitigation.** The project site is currently highly disturbed and should not impact any sensitive species. The site is located within an area of known cultural and historical significance, however mitigation measures included in this Initial Study will reduce the project impacts to less than significant levels.

b. **Less than significant impact with mitigation.** Several of the potential impacts identified in this Initial Study potentially have cumulatively considerable increment effects, which could degrade the quality of the environment if they were not avoided or sufficiently mitigated. Mitigation measures have been proposed and implementation of these mitigation measures should provide safeguards to prevent potentially significant cumulative impacts.

c. **Less than significant impact with mitigation.** Several of the potential impacts identified in this Initial Study could degrade the quality of the environment if they are not avoided or sufficiently mitigated. Project impacts that can be sufficiently mitigated to a less than significant level include cultural resources, hydrology, traffic, and air quality. Implementation of the proposed mitigation measures will ensure that the project's effects will remain at a level that is less than significant.

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